

were not prepared to advocate any scheme of Imperial registration embracing both the Colonies and the United Kingdom, on account of the impossibility of such a scheme, and of the fact that the Colonies are not prepared to accept of having customs and revenue departments in each Colony. At the same time they recognized the importance of marks for local trade being able to claim the protection of registration, and accordingly the Government were requested to ask the Attorney-General to give an opinion on certain points and confirm or otherwise certain conclusions. This was done, and the Attorney-General, in a minute on the subject, expressed the opinion that registration in this Colony is only *prima facie* evidence of the right to a trade mark, and the evidence of a person's right to a trade mark in England would be admissible to defeat the *prima facie* proof of the local register, but when application has been made in Hongkong before the date of registration in the United Kingdom, the local registration should confer prior right in this Colony. (Appendix L.)

THE QUESTION OF DATING BILLS OF LADING.
This question, which has been very largely discussed in London and various British ports, was brought to the notice of the Committee by the President of the General Produce Brokers' Association of London, and in conformity with his request, the correspondence on the subject was circulated among the members of the Chamber. The practice had not, however so far as could be ascertained, caused any serious inconvenience locally, and the Committee saw no reason to proceed further in the matter. (Appendix M.)

THE DANGEROUS COAST OF SOCOTRA.
The wreck of the P. & O. S. N. Co's steamship *Aden* on the coast of Socotra last summer, attended with loss of life and property, has led the Committee to make representations to the Board of Trade as to the necessity for a comprehensive investigation to ascertain by what means the shores of Socotra can be rendered less dangerous to navigation. Various other Chambers addressed communications to the Home Government on the subject, and there is reason to believe that they will not prove barren of results, replies received below to the effect that the matter is engaging the careful attention of the Board of Trade. (Appendix N.)

THE RECOGNITION OF ARABIAN BUSINESS REPRESENTATIVES IN THE EAST.
A question of some interest has been opened up by the refusal of the British Consular Representative at Shanghai to recognize a branch agency opened at that port some fifteen years ago by Messrs. A. S. Watson & Co., Limited, as a British firm, on the ground that it will raise two other questions, namely, the nationality of the branch before the port was opened, and that of similar establishments in places which are not Treaty Ports. Some correspondence has passed on the subject, and the Consular Representative has addressed to the British Minister at Shanghai a note in which he has asked the firm's branch at Shanghai to be recognized as a branch of the firm at Shanghai, but no answer has been received up to the present. (Appendix O.)

GOVERNMENT PIERS.
In November last a Committee having been appointed by His Excellency the Governor to consider and report on the position and arrangement of the new Government piers, this Chamber was requested to nominate a representative to serve thereon, and Mr. N. J. Ede, having consented to undertake the duty, was nominated accordingly by your Committee. (Appendix P.)

ALLIAGE OFFICIAL INTERFERENCE WITH TRADE IN KWANGSI.
Complaints have been lodged by Mr. F. W. Watts, with H.B.M.'s Consul at Canton, of the action of the native officials at Fu Chuen, in Kwangsi, to prevent the alleged owner of a coal mine from fulfilling a contract to deliver certain consignments, the support of this Chamber was then invoked for a claim intended to be made. Representations were thereupon made to the Consul, who brought the case to the notice of the Viceroy and requested him to call on the local officials for an explanation. Further action is suspended pending receipt of this explanation, which the native officials are apparently in no hurry to give. (Appendix R.)

PROPOSED POLL TAX ON IMMIGRANTS IN STRAITS SETTLEMENTS.
A Bill having been introduced into the Legislative Council of the Straits Settlements to provide funds for the erection of Immigrants' Examination Sheds, whereby it was proposed to levy a capitation tax on all immigrants entering the Colonies, your Committee addressed a remonstrance to the Government of the Straits Settlements, praying for revocation of the proposal and expressing a hope that some other means might be resorted to for raising the funds required. To this a reply was received stating that the Bill had already been withdrawn and that the necessary funds would be otherwise provided. (Appendix S.)

REGISTRATION OF CHINESE TRADE MARKS.
The Singapore Chamber of Commerce, having been asked by the Straits Settlements Government to consider the proposal of passing an Ordinance in that Colony for the registration of Chinese Trade Marks, applied to this Chamber for information as to the operation of such Ordinances in Hongkong. The Singapore Chamber feared that the working of such a system of registration would be attended with various disadvantages, but your Committee were able to give an assurance that the law in its working here has on the whole so far proved beneficial to trade and neither costly nor inconvenient. (Appendix T.)

THE CURRENCY QUESTION.
An invitation was received early in September from the Singapore Chamber of Commerce to join that body in taking action to induce the Governments of both Colonies to secure fixity of exchange and place the currency on a sounder basis. Your Committee, recognizing the great importance of the question, have no time in considering the suggestion, but having regard to the very different position of Hongkong, which is situated on the edge of the greatest silver market in the world, and its trade is mainly conducted, and from whose currency it would be impracticable to attempt a separation, they were compelled to decline the proposal to co-operate in the matter, or to recommend to the local Government any change in the existing currency. (Appendix U.)

OPENING OF NEW TREATY PORTS IN KOREA.
In July last an official notification reached this Chamber of the intention of the Korean Government to open the ports of Chemulpo and Wipo to foreign trade on the 1st October, on which date the ports in question were duly opened. (Appendix V.)

BOUNTY TO JAPANESE DIRECT EXPORTERS OF RAW SILK.
An attempt to divert the export trade in Raw Silk from Japan into native hands, was made early last year by the Japanese Diet, who passed a Bill to provide for the payment to direct Japanese exporters of Raw Silk of a bounty upon their shipments from Japan to foreign countries. This bounty being not only opposed to the spirit of the existing Treaties but also to the actual provisions of those lately negotiated but not yet in force, the Yokohama Chamber of Commerce took prompt and vigorous action, addressed the Doyen of the Diplomatic Body at Tokyo on the subject and asked the co-operation of the various Chambers in the Far East in the matter. This Chamber responded to the appeal, expressing readiness to co-operate in any steps to secure a reversal of the Japanese policy, and happily further action was rendered unnecessary by the Japanese Government agreeing to introduce a Bill into the Diet in December last to abolish the bounty. (Appendix W.)

STORM WARNINGS.
The system of Storm Warnings adopted by the Hongkong Government at the commencement of 1897 having proved unsatisfactory in their results, your Committee in December suggested a return to the Meteorological Signals which had been in use from January, 1884, to December, 1896. This suggestion was adopted by the Government in January, 1898, and your Committee hope that the shipping community will thereby benefit in the future. (Appendix Y.)

THE PINNACLE ROCK FUND.
The Pinnacle Rock Fund, subscribed in 1898, for the purpose of giving rewards to Chinese fishermen and other persons for information of the existence of hidden and uncharted rocks in the track of steamer navigation on the coast of China, having accumulated to a sum of over \$5,000, your Committee have thought it advisable to make a fresh effort to utilize it for the purpose intended. The Naval Authorities, the British Consulate, and the Commissioners of Customs at all southern Treaty Ports have therefore been communicated with on the subject, asking them to make special efforts to bring the rewards to the attention of the native maritime population. Considerable correspondence has passed, and the Hongkong and Shanghai Bank have been authorized to honour the drafts of each of the Consulate at the various southern ports to the amount of \$500 for the purpose of paying awards for the revelation of hidden dangers. It is hoped that this effort will lead to some useful discovery. (Appendix Z.)

DELAIED DELIVERIES BY POST OFFICE.
Attention having been called from several quarters to the unsatisfactory working of the Post Office Department, a letter was in January addressed to the Government on the subject, instancing certain delays in deliveries of the mails. To this a reply was received enclosing a report from the Postmaster General giving reasons for the delays specified. The explanation was not considered satisfactory by your Committee. (Appendix A.)

NOTES FROM THE NORTH.

(From our own Correspondent.)
Tientsin, March 26, 1898.
The deed is done. Nanking is now left as a Russian territory and the Russian terms of the Great Treaty of Peking are being put into effect. The Russian flag has been hoisted on the Regent's Sword has been seized, sealed and delivered. Prince Kung alone of all the Yamen dared refuse to add his august signature to the document, and resigned his post rather than participate in what he evidently regarded as the death warrant of China's independence. His resignation was Li Hong-chang's opportunity and Li is now a member of the Grand Council in Peking's place. The function of taking over the port is now to be an imposing affair. As I write you, Col. de Wogack has been appointed Governor of Port Arthur and Tientsin, and it is stated his remuneration will be such as to throw that of the Governor of Hongkong very far in the shade. The manager of the Russian Bank has left for Port Arthur, and Mr. Strickland the Tientsin millionaire was intended to be there also, but at the last moment he changed his mind. Everyone here is in a state of suppressed excitement. The arrival of the Russian fleet, and the Russian Minister's extraordinary speech cast a gloom of perplexity over our spirits, but yesterday it was currently reported that Japan had definitely sent Russia an ultimatum and that war would be declared immediately. If this is so our face is saved; but if it is not and Japan does not strike a blow the situation is one which is very unpleasant to contemplate and most perplexing to understand. If Japan declares war, the mystery of Lord Salisbury's attitude is explained, and we shall have the almost certain satisfaction of seeing the Russians cleared out of Port Arthur without involving ourselves in half a dozen wars. I have received repeated assurances from responsible quarters that England has financed Japan and a pretty confident feeling is expressed here that war must soon break out. So many funny things have happened, however, that one hardly knows what to count on.

The Russians here are not unusually looking a few inches taller than usual, and they will no doubt indulge in a little "side show" in the variety of their military tactics. Among the first witnesses of note to arrive was M. Schreier-Kestner, an easy smile lighting up his sharply-cut, ivory-coloured features. He was followed by M. Rochefort, whose hat had been slightly soiled in the struggle of getting in, though he himself was quite unscathed as usual. At the back of the white-uniformed benches stood Octave Mirbeau with his wife. Henry Housaye rubbed shoulders with the editor of the *Indépendant*. Henri Basser paraded his flowing grey locks in front of the jury-box. A number of judges in ordinary clothes occupied seats on the bench. Anatole France's arrival caused a hum of excitement. I noticed only one officer in uniform—General Gonse. Georges Thibaud, who, after being the most cherished councillor of the late Prince Jérôme Napoleon, has become a leader of the Anti-Semites, was one of the early arrivals.

Apart from the extraordinary struggle and noise at the doors, the court itself presented no specially picturesque appearance. It looked much as it always does when a court of law is sitting. A long, oblong room, with a heavily-fretted and gilded ceiling, its oak-paneled walls painted with emblems of justice and the Royalist *flour de lys*—the Armes of the Court of the Seine, in which so many terrible tragedies have been enacted, is a desolately gloomy and depressing place. The light falls from windows high in the wall on one side only, to the right of the judge, and facing the prisoner. Behind the bench hangs a picture of Christ on the Cross, to remind the jury that the God of justice is a God of mercy as well as of justice. The red robes of the judges supply the only splash of colour in the whole drab, dreary scene. The very atmosphere is heavy and deathlike, as if with dust of myriads of dead pleadings.

At a quarter to twelve an exceptionally violent pushing and queuing at the witness' door announced the arrival of the prisoners. M. Zola appeared quite calm and collected. He fought his way manfully in. He wore a thin vest of a dark grey cloth and a dark blue coat of the same material. The high light falling on his features gave them a rather ghastly appearance. His friends were quickly round him and there was a great shaking of hands. As a rule, M. Zola's features twitch nervously, but he seemed to have them quite under command to-day. His co-prisoner, Fernery, manager of the *Aurore*, had an *air quelconque*, as the French say. He was like any other, and nobody in particular—a spare, untidy, hairy man. The opening of the doors of the public gallery caused a momentary sensation. A mutter with a curious resemblance to the late Alexandre Dumas flung, elbowed to the top of a stove, an excellent point of vantage. He seemed to be in no way intimidated by the heat. Subsequently, however, an officious gendarme dragged him by the heels to earth. The crowd of visitors with tickets admitted to the benches usually occupied by the witnesses was so great that a large number of persons were forced to stand. This irritated the public behind us, and some pellets of bread were thrown.

At the very commencement of the proceedings, the judge ordered every body to be seated (which was impossible), and added that at the slightest sound of applause, or demonstration of any kind,

PRESENTATION TO CAPTAIN WILLIAMS.

Captain Williams, of the China Navigation Company's Australian liner *Changha*, lately arrived from the south, has been presented with the following address:—

To JAMES E. WILLIAMS, Commander,
S. S. *Changha*.

Dear Sir—We, the undersigned passengers, feel that we cannot leave your ship without expressing our high appreciation of your courtesy to us all, during the voyage, and also of your extreme kindness and consideration for the ladies during rough weather.

The voyage, from start to finish, has been one of exceeding pleasure to everyone, and it is with extreme regret that we now find ourselves on the eve of separation.

Throughout your ship, your consideration for your passengers has, we feel sure, been the cause of all your officers and those under you doing all in their power to contribute to the comfort of those on board.

The *manus* throughout has been of the best and much appreciated.

We trust that it may be our good luck to again travel under your able guidance on some future occasion.

In bidding you adieu, we tender you our best wishes for a continuance of your successful command.

We remain,
Dear Sir,
Yours sincerely,
(Signed by all the passengers.)
Hongkong, April, 1898.

THE TRIAL OF ZOLA.

SKETCH OF THE SCENE IN COURT.

Though the Court only began to sit at noon, long before ten o'clock the precincts of the Palace of Justice were thronged. Policemen in groups of three and four patrolled the boulevard in front of the courts, and guarded the corners of the streets. At each entrance to the Palace there was a long queue of people kept in order by the Municipal Guard. These people belong to a particular type. Ever since the commencement of the world's war, or rather their like, have waited patiently outside a door, knowing that it is hermetically closed to them. As a matter of fact, there was nothing whatever to-day to prevent their going in. I drove up in a cab, says a P. M. *Gazette* correspondent, paid the cabman, and passed at once unobscured through the grille. The Municipal Guard at the gate could not have known whether I had a ticket or not. He did not question it for a moment. It was not his business to do so. The crowd, hooded, and remarked bitterly that I was a Prussian. I am not a Prussian. But there stood, and doubtless still stands, that patient, incomprehensible, but eternal Parisian crowd, which is necessary to all great occasions, for it supplies the indispensable cachet of sensationalism. They are the queue, and having more experience than any other queue in any other country, they are admirably disciplined and perfectly well-behaved. They range up in the strictest order, never trespassing on the gutter or breaking a geometrical line. The police have no difficulty in keeping them in order.

A TREMENDOUS CRUSH.
Thanks to the unvarying courtesy of the President of the French Judicial Press, who this year is that eminent advocate and journalist M. Tourny, I found my place duly kept, and marked in the name of the *Pall Mall Gazette*, and I was thus able to follow the proceedings in comparative comfort. But the struggle through the door (the press was admitted through the entrance usually reserved for witnesses) was terrific. A torn coat and a hat crushed beyond recognition was the price paid for victory, and I am vaguely conscious of having stood for a moment on somebody's head. Certainly I can say that, having witnessed all the great cases tried in Paris during the past decade, never have I seen so crowded a court. There were not very many women in the perspiring, fighting crowd. This was as well, for only strong natures could endure the suffocating heat and violent crush. But Madame Severine, with her henna-coloured hair, was notable in the press, and I also saw the wives of several military attaches. Among the first witnesses of note to arrive was M. Schreier-Kestner, an easy smile lighting up his sharply-cut, ivory-coloured features. He was followed by M. Rochefort, whose hat had been slightly soiled in the struggle of getting in, though he himself was quite unscathed as usual. At the back of the white-uniformed benches stood Octave Mirbeau with his wife. Henry Housaye rubbed shoulders with the editor of the *Indépendant*. Henri Basser paraded his flowing grey locks in front of the jury-box. A number of judges in ordinary clothes occupied seats on the bench. Anatole France's arrival caused a hum of excitement. I noticed only one officer in uniform—General Gonse. Georges Thibaud, who, after being the most cherished councillor of the late Prince Jérôme Napoleon, has become a leader of the Anti-Semites, was one of the early arrivals.

Apart from the extraordinary struggle and noise at the doors, the court itself presented no specially picturesque appearance. It looked much as it always does when a court of law is sitting. A long, oblong room, with a heavily-fretted and gilded ceiling, its oak-paneled walls painted with emblems of justice and the Royalist *flour de lys*—the Armes of the Court of the Seine, in which so many terrible tragedies have been enacted, is a desolately gloomy and depressing place. The light falls from windows high in the wall on one side only, to the right of the judge, and facing the prisoner. Behind the bench hangs a picture of Christ on the Cross, to remind the jury that the God of justice is a God of mercy as well as of justice. The red robes of the judges supply the only splash of colour in the whole drab, dreary scene. The very atmosphere is heavy and deathlike, as if with dust of myriads of dead pleadings.

At a quarter to twelve an exceptionally violent pushing and queuing at the witness' door announced the arrival of the prisoners. M. Zola appeared quite calm and collected. He fought his way manfully in. He wore a thin vest of a dark grey cloth and a dark blue coat of the same material. The high light falling on his features gave them a rather ghastly appearance. His friends were quickly round him and there was a great shaking of hands. As a rule, M. Zola's features twitch nervously, but he seemed to have them quite under command to-day. His co-prisoner, Fernery, manager of the *Aurore*, had an *air quelconque*, as the French say. He was like any other, and nobody in particular—a spare, untidy, hairy man. The opening of the doors of the public gallery caused a momentary sensation. A mutter with a curious resemblance to the late Alexandre Dumas flung, elbowed to the top of a stove, an excellent point of vantage. He seemed to be in no way intimidated by the heat. Subsequently, however, an officious gendarme dragged him by the heels to earth. The crowd of visitors with tickets admitted to the benches usually occupied by the witnesses was so great that a large number of persons were forced to stand. This irritated the public behind us, and some pellets of bread were thrown.

At the very commencement of the proceedings, the judge ordered every body to be seated (which was impossible), and added that at the slightest sound of applause, or demonstration of any kind,

he would order the court to be cleared. M. Zola then stated his name, profession—*homme de lettres*—and age, as did his fellow prisoner. The jury, by the way, looked a very average lot of men of the middle class, and I am not disposed to think that they are prejudiced about the case, one way or the other. After a little technical speech from M. Albert Clemenceau, Fernery's lawyer, which was of no general interest, the *procurer* to the court read in a loud, strong voice, the letter from the Minister of War demanding the prosecution of M. Zola. The Advocate-General, M. Van Caniel, then read his official "act of accusation" against the prisoner. The Advocate-General, a tall, square-headed man, robed in red, with pepper-and-salt hair and whiskers, spoke in a clear, positive, commanding voice. He made a great use of his hands which are extraordinarily large, with long, knotty fingers—the hands of a Thor. He could have strangled the conclusions of Maitre Labori with them, one thought that he would have done so with pleasure. Maitre Labori is a blond, a man of the north, with a rich, violent, dominating voice. Every word he utters is a roar. He addressed the jury as if he were a colonel commanding a regiment of charge. A mixture of *bores* and the "General Boon" in cascades of bass tremolos his words were poured forth. He was a little too melodramatic and his method tends to get on the nerves of the jury.

The first day's proceedings were not of a nature to interest deeply the British public, consisting of a series of wangles between opposing counsel as to whether or not certain witnesses, mostly military, were justified in declining to obey the subpoena of the court. Permission to do this had been granted to the officers, whose testimony was in demand by the Minister of War. Even if the *huit-clas* is necessary, said Maitre Labori, we must have this military evidence. "The *huit-clas* is all you deserve," retorted the *Procureur Général*. Maitre Labori, in a most impassioned note, asked the court to order the even of the *Procureur Général*, to cast a doubt upon his patriotism. This outburst called forth loud applause from the public.

WITNESSES WHO ARE WANTED.

The prisoners' counsel expressed particular anxiety to have the evidence of Major Esterhazy (who has declined, on the advice of his superiors, to appear), of General Mercier (also an absentee), and of Madame de Boulancy, who says she is ill. "She is not ill," said M. Clemenceau, the younger, "she is only shamming." She is shamming bed to cheat the doctors. Send an usher to the count to her house, and you will find this is true." The judge merely smiled at the suggestion. "She postulates," continued Maitre Labori, "letters and telegrams from Major Esterhazy, much more incriminating than those that were read before the court-martial." General de Boisdeffre had agreed to give evidence on certain points, but this partial confession did not suit M. Zola's lawyers. Even M. Zola rose and in a slightly hesitating voice asked the Court whether some arrangement could not be come to by which his witnesses might be forced to give evidence in a straightforward way. This was the only utterance he made during the day. Finally, after a desultory discussion, the Court made it clear that no evidence could be given which tended to revive the question of Dreyfus's guilt. Only the subject of M. Zola's alleged libel of the army could be discussed without irrelevancy. What may be the effect upon the jury of this decision it is difficult to predict. The Court certainly seemed to be led down in a measure by the exigencies of a Government, and more particularly of a Minister of War, who are apparently afraid of certain facts looking out. It acted, of course within its legal discretion; but Maitre Labori's complaint that an attempt was being made to prevent M. Zola from proving the charge on which he is being prosecuted by imposing silence on the most important witnesses acquired at least a superficial air of justification from to-day's proceedings. To-morrow the chief interest of the trial will commerce with the examination of M. Zola and of those witnesses who are to be allowed to speak.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN APPELLATE JURISDICTION.

(Before their Lordships the Chief Justice Sir W. W. Carrington, Kt., C.M.G., and the Justices Mr. A. G. Wills.)
Tuesday, April 5th.

CHAMPERTY APPEAL CASE.

The two men E. Kuo Chi and Wong Chuk Lian were fined 500 (the former also being sentenced to six weeks in gaol) for the offence known as *champery* in November last, appealed against the Magistrate's decision. Mr. J. J. Francis, Q.C. (instructed by Mr. Wilkinson) appeared for the first appellant and Mr. M. W. Slade (instructed by Mr. Hastings) appeared for the second. The Attorney-General appeared for the Crown.

Mr. Slade resumed his argument to-day. He first proceeded to deal with the treatment by the English courts of agents affected by *champery* and maintenance. There was, he said, an interesting point with reference to the many agreements held to be null and void on account of *champery* and maintenance. These cases were not authorities on the subject of what the exact crime of *champery* and maintenance consisted of, and in case after case decided by the learned judges, the whole way through, there was no hint or suggestion that any one had been guilty of *champery* or maintenance and there was no hint of prosecution in these numerous cases, of which there were literally hundreds. Counsel then quoted the *silly v. Porter* (Law Journal, 1864). This, he said, was as strong a case as could be wished for, certain evidence having resulted in the recovery of property by *champery* and maintenance and yet there was no suggestion whatever of prosecution. It was not the making of an agreement that was a crime; it was the procuring of property and the perversion of justice that made these acts crimes. It was a question of public policy that these became agreements void. Counsel also quoted the case of *Stanley v. Jones* where an agreement was declared void on account of *champery* and maintenance. In that suit the judge held that *champery* involved the unlawful maintenance of a suit in consideration of some bargain or gain arising therefrom. It was because these agreements had a tendency to pervert justice that they were declared void. In these cases the agreement was void but no crime had been committed and the men could not have been indicted. It was the perversion of justice that was the keynote of the case. To make this a crime their Lordships would have to go beyond the records of the last 300 years, and in the hundreds of cases recorded in not one instance was it pronounced a crime. They would have to go so far as to make it a crime for a man to assist another in recovering his just rights—even if he did so for the sake of the profits. They were to receive 50 per cent of the profits. They would make simply working for justice a crime and also any speculative case taken up by a solicitor. There was no evidence that this man had no grounds to bring action or that the action was a baseless one, which could be the only grounds for a charge of *champery* and maintenance.

The case was adjourned till 10.30 a.m. to-morrow.

THE GREAT REMEDY.

DISCOVERED recently by a physician in Africa. It is absolutely the best remedy for all NERVOUS AFFECTIONS (acquired or constitutional) DISEASES OF THE LIVER, KIDNEYS, & GENERAL PROSTRATION. KOLACTICUM given health, strength and energy as no other preparation has ever been able to do. Medical men recommend and use it personally for its marvellous recuperative powers.

PRICE 3/6 POST FREE.

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CHANCERY, LONDON, E.C.

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NOT A N D J A .

CALENDAR.

APRIL.

Meteorological means based on ten years' observations to 1897.

Barometer 29.958
Thermometer 56.7
Humidity 80.0
Rainfall 7.58

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.

Barometer 30.03 30.94
Thermometer 66 68
Humidity 80 77
Rainfall 77

TO-DAY.

Tuesday, 5th April, 1898.

Chinese—18th of 3rd moon of 24th year of Kwong-shi.

Fête of the God, a deified physician, and of the god of the Sombre Altar, worshipped on behalf of sick children.

Jewish—15th Nisan, 5658.

Mohammedan—15th Dulkanda, 1316.

Sun—Rises 5hr. 50min.
Sets 5hr. 10min.

High water—Morning 8hr. 5min.
Afternoon 8hr. 5min.

Low water—Morning 1hr. 55min.
Afternoon 1hr. 55min.

ANNIVERSARIES.

1843—Hongkong declared a Crown Colony by Royal Charter.

1847—The Bogue Forts destroyed by General D'Aguilar.

1868—Coast mutiny on board the ship *Theresa*.

1897—Woolbarrow Riots at Shanghai.

TO-MORROW.

Wednesday, 6th April, 1898.

Chinese—19th of 3rd moon of 24th year of Kwong-shi.

Jewish—16th Nisan, 5658.

Mohammedan—16th Dulkanda, 1316.

Sun—Rises 5hr. 49min.
Sets 5hr. 10min.

High water—Morning 8hr. 20min.
Afternoon 8hr. 58min.

Low water—Morning 8hr. 25min.
Afternoon 8hr. 57min.

ANNIVERSARIES.

1842—Convention between Sir John Davis and the Viceroy Kiyong for the admission of Europeans into Canton within two months.

1885—Peace between France and China.

1897—Robbery of 75,000 from the Hongkong and Shanghai Bank at Raigoon.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian (Australia) 7th inst.

American (Doric) 9th inst.

Indian (Chalydra) 9th inst.

French (Indus) 10th inst.

Tacoma (Tacoma) 11th inst.

Canadian (Empress of India) 19th inst.

American (China) 20th inst.

THE P. & O. steamer *Shanghai*, from China, arrived in London yesterday morning, the 4th inst.THE N. P. S. S. Co's steamer *Victoria* sailed from Tacoma for Japan and Hongkong on the 2nd inst.THE Ocean Steamship Co's steamer *Sardapan* from Liverpool, left Singapore for this port this morning, the 5th, and may be expected here on or about Sunday, the 10th inst.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Changsha from Sydney

Yungking " Shanghai

Chungking " Samaring

Danilo " Salgo

Shantung " Samaring

Kwangtung " Canton

Hailan " Foonchow

V. Monomach " Singapore

Aggregating 15,214 tons register.

DEPARTURES.

Holman steamer, for Swatow

Emeralda " Manila

Patara " Saigon

Ash " Hongkong

Trinny " Hallow

Columbia " Tacoma

Canlon " Hallow

Lokhang " Canton

Kwangtung " Hongkong

Hailan " Canton

Yungking " Canton

Kwangtung " Canton

Aggregating 19,539 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Bulan at Kowloon Dock.

Dichland (H.I

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU.....	YOKOHAMA (DIRECT).....	THURSDAY, 7th April, at 4 P.M.
MATSUYAMA MARU.....	KOBE and YOKOHAMA.....	THURSDAY, 14th April, at 4 P.M.
RIOJUN MARU.....	YOKOHAMA (DIRECT).....	SATURDAY, 19th April, at Noon.
TAMBA MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE (Transhipping Cargo for JAVA PORTS), PENANG, COLOMBO and PORT SAID.....	THURSDAY, 28th April, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

[6]

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patented

"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC and NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea is 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA. BEWARE OF SPURIOUS IMITATIONS!

[34]

PROSPECTUS—DEBENTURE ISSUE.
THE TAKU TUG & LIGHTER CO., LTD.
Incorporated on 24th September, 1889, under the COMPANIES ORDINANCES (HONGKONG).
CAPITAL—
Tails 100,000, divided into 10,000 Shares of Tails 10 each, of which 8,500 = Tails 85,000, have been issued.
PRESENT ISSUE—
2,500 Debentures of Tails 100 each = Tails 250,000, bearing interest at 6% payable half-yearly—optional to the Company after 30th June, 1899, to give six months' notice, and repay the Debentures at par, by drawings in such amounts as the Directors may determine.
THE Directors of the TAKU & LIGHTER CO. (LIMITED) are authorized to make the present issue of Debentures in virtue of a Resolution passed at an EXTRAORDINARY MEETING of SHAREHOLDERS held on 26th November, 1897, in the following terms:—
"That sanction be and is hereby given to the Directors to borrow for the purposes of the Company, Tails 250,000 at 6 per cent. interest, the principal and interest to be secured by Debentures, creating a first charge upon the present fleet and property of the Company."
The Debentures and Interest shall be a first charge on the present fleet (exclusive of the "Sultan") and property of the Company, and shall be secured by a Conveyance to Trustees and relative Deeds of Settlement. The first payment of interest will be made on 30th June next, and after that half-yearly on 31st December and 30th June.
The Debentures shall be registered in the Books of the Company and shall be transferable by an Instrument of Transfer signed by both the transferor and transferee duly entered in the Register of the Company.
The Fleet of the Company consists of 14 tugs and 20 lighters, and the Property, of land and buildings at Tientsin and Taku, Docks, Machinery &c., approximating in value Tails 1,000,000.
The Company's Receipts on the 31st December last, as published in the Annual Accounts, were—
Reserve Fund..... Tls. 70,000.00
Depreciated Account..... " 106,538.31
Equalization of Dividend..... " 14,000.00
Insurance Fund..... " 25,257.77
Balance carried to 1898..... " 5,357.28
Tails...311,131.36
The Company since its incorporation in 1889 has been writing off annually ample depreciation to claim property and money since 1890, has distributed substantial dividends, and the present Debentures are issued for the purpose of paying for additions to the fleet and property necessitated by the increasing trade of the Port. The Debentures will be issued on 15th April next, and preference will be given to the Shareholders of the Company. Applications for Debentures must be made on the accompanying form, and in the event of those exceeding the number to be issued, the allotment will be made in proportion to the number of shares held in the Company, and the number of Debentures applied for.
Tientsin, 17th March, 1898. [464]

2,500 Debentures of Tails 100 each = Tails 250,000, bearing interest at 6% payable half-yearly—optional to the Company after 30th June, 1899, to give six months' notice, and repay the Debentures at par, by drawings in such amounts as the Directors may determine.

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Dr. OVERLACH'S MIGRAINE

"LION BRAND"

(ANTIPYRINE—CAFFEINE—CITRATE).
(1) Excellent results in the severest cases of migraines, as well as in headache arising from alcohol, nicotine and morphia-poisoning, neurasthenia, influenza, grippe, etc.
(2) The best antipyretic, even in threatened collapse, because the caffeine of Migraine acts simultaneously as an analeptic.
Use only Dr. OVERLACH'S MIGRAINE, "Lion Brand," and always prescribe "MIGRAINE HOECHST."
The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.
Sole Manufacturers:—
FARMWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.
Literature of the above Preparations supplied gratis at request to medical men.

Sole Manufacturers:—
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Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR LONDON, via SUEZ CANAL.
THE Company's Steamship

"DARDANUS."
Captain Gregory, will be despatched as above TO-MORROW, the 5th instant at Daylight.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th April, 1898. [403]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN."
Captain Bathurst, will be despatched for the above Ports on THURSDAY, the 7th instant, at 10 A.M.
For Freight or Passage apply to
DOUGLAS LARRAIK & Co., General Managers.
Hongkong, 4th April, 1898. [478]

FOR SYDNEY via THURSDAY ISLAND AND TOWNSVILLE.
THE British Steamship

"JACOB CHRISTENSEN."
Captain J. B. Carpenter, will be despatched for the above ports on THURSDAY, the 7th April at 3 P.M.
For freight, apply to
GEO. R. STEVENS, Agent.
Hongkong, 26th March, 1898. [46]

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)
THE Company's Steamship

"POHENZOLLERN."
Captain H. Ecker, will leave for the above Ports on or about THURSDAY, the 7th inst.
For further Particulars apply to
MELCHERS & Co., Agents.
Hongkong, 1st April, 1898. [467]

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM TO SHANGHAI.
THE Company's Steamship

"PRINZ HEINRICH."
Captain O. Cuyper, due here with the outward German mail about the 6th inst. will leave for the above place about 24 hours after arrival.
For further Particulars apply to
MELCHERS & Co., Agents.
Hongkong, 1st April, 1898. [466]

"WARRACK" LINE OF STEAMERS.
FOR SHANGHAI, KOBE AND YOKOHAMA.

"MACDUFF."
Captain Thomson, will be despatched as above on or about FRIDAY, the 8th proximo.
For Freight or Passage, apply to
DODWELL, CARLILL & Co., Agents.
Hongkong, 30th March, 1897. [447]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"MENMUIR."
Captain McArthur, will be despatched for the above Ports on SATURDAY, the 9th prox. at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A duly qualified Surgeon is carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 28th March, 1898. [401]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, via SUEZ CANAL.

"IXION."
Captain Nish, will be despatched as above on WEDNESDAY, the 13th instant.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th April, 1898. [477]

"GLEN" LINE OF STEAM PACKETS.
FOR LONDON, via SUEZ CANAL.

"GLENSHIEL."
Captain Jones, will be despatched as above on or about MONDAY, the 18th instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, 4th April, 1897. [480]

SAILING VESSELS.
FOR SAN FRANCISCO.

"WEST YORK."
W. L. Foster, Master, will lead here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 7th March, 1898. [319]

"FOR SAN FRANCISCO."
THE 100 A I British Ship

"IMBERHORNE."
Lever, Master, shortly expected here, will lead for the above port and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 19th March, 1898. [414]

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

"CHUSAN."
Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 16th April, at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 4th April, 1898. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.
via SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.
FOR VICTORIA, H.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.
Tacoma... 2,549 | A. Dixon... | April 26
Victoria... 3,167 | J. Truebridge... | May 17
Olympia... 1,691 | T. H. Dobson... | June 7

FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Argyll... 2,997 | W. Ward... | May 3
Bramar... 3,601 | E. Porter... | May 31
Mogul... 2,364 | W. H. Wright... | June 21
THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.
Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.
HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passenger to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA £28.
Rates of Passage to other Ports on application.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.
Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).
Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.
For further information apply to
DODWELL, CARLILL & Co., General Agents.
Hongkong, 5th April, 1898. [4]

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
Prins Heinrich... | Wednesday | 27th April.
Prinzess... | Wednesday | 25th May.
Sachsen... | Wednesday | 22nd June.
Bayern... | Wednesday | 20th July.
Prins Heinrich... | Wednesday | 17th Aug.
Darmstadt... | Wednesday | 14th Sept.
Prinzess... | Wednesday | 12th Oct.
Sachsen... | Wednesday | 9th Nov.
Bayern... | Wednesday | 7th Dec.
Prins Heinrich... | Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 27th day of April, 1898, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain O. Cuyper, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.
Shipping Orders will be granted till Noon on MONDAY, the 25th April. Cargo and Specie will be received on board till 5 P.M. on TUESDAY the 26th April, and Parcels will be received at the Agency's Office until Noon on TUESDAY the 26th April. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 cwt. and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co., Agents.
Hongkong, 30th March, 1898. [352]

THE CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898. SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPEROR OF CHINA...Comdr. H. Fybus, R.N.R.....TO-MORROW, 5th April, 1898.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 27th April, 1898.
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 18th May, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, 60% for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent, Paddis Street.

Hongkong, 17th March, 1898.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 19th April, at Noon.
Delic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 10th May, at Noon.
Ceylon (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 28th May, at Noon.

THE Company's Chartered Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on TUESDAY, the 19th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.